

ACID LEFT A CLUE

Finger Prints Are Found in Goldie Engberg's Face.

Indelible Marks May Lead to Identity of Slayer.

OFFICERS BAFFLED.

Many Puzzling Circumstances Complicate Case.

Impressions of Finger Marks to Be Taken by Police.

Pittsburg, Kan., Dec. 8.—Burned ineffably on the pallid face of pretty Goldie Engberg, now lying in the Pittsburg morgue, is the evidence by which the police hope to prove conclusively the identity of her slayers.



Miss Goldie Engberg, Whose Death Is Shrouded in Mystery.

The marks were made there by the same acid that ended the unfortunate girl's life, affording a pathetically strange instance of the workings of fate. For in forcing open the girl's mouth the imprints of the murderer's fingers were indelibly engraved on her features by the acid they had spilled. A model of them has been taken in clay and will be preserved until the dragnet of the law draws in those upon whom suspicion falls.

The imprints are plain. On each side of the mouth the marks of a thumb and finger are traced, as though by pyrography, and made in death Goldie Engberg will be one of the principal witnesses at the trial of her murderers.

The discovery, too, practically does away with the suicide theory heretofore held by the police.

With the clues now in the possession of the officials it now seems at least probable that the perpetrators of the crime will be brought to justice. The impressions of the fingers of no two persons are alike, and upon this fact the police are basing great hope of success.

Some Puzzling Circumstances.

Even now the case presents enough mysteries to warrant its title of "Crawford County's Most Baffling Crime." One of the principal things to be cleared up is the identity of the person, who gave Goldie Engberg the diamond earrings which appear to have led to her death. In some way the police believe this person has knowledge of the crime and could clear it up if he would do so.

The earrings were of considerable value and entirely beyond the means of a miner's daughter. Her family professes ignorance of the donor's identity, who bought the carbolic acid and where, is another question, on the

clearing up of which much depends. The bottle, when found in the girl's bed after her death, bore no label, it evidently having been scraped off. A canvass of the drug stores has failed to throw any light on the matter.

"It is the strangest case in all my experience with crime," said an old police official. "If robbery was the object, why did they resort to such terrible means to accomplish it? Assuredly they could have secured the earrings without going to such an extreme. Or if murder was intended there are a hundred more simple means than forcing acid down a victim's throat. Why wasn't the murder accomplished in the girl's room instead of inviting detection by dragging her out on the porch?"

Murder Is Sole Topic of Conversation. Following so soon upon the Bork murder at Frontenac, the Engberg murder has furnished a climax to the startling series of crimes in this section of Kansas.

The murder is the topic of conversation everywhere in the city. Never before has the community been so aroused by a crime. Citizens of every class have united in a common effort to apprehend the murderer or murderers, and to purge the city of the class which lives by such means. There is considerable talk of lynching, and it is freely asserted there will be no need of a trial once the guilt has been conclusively proven.

An important witness is expected by the coroner in James Castle, a prominent business man. Castle took Goldie and her sister, Mabel, out for a ride in his automobile Friday afternoon. It is understood he had frequently been the host of the two girls on similar trips. As he is past 60 years of age, married and prominent socially and in the business world, his connection with the case has created no little sensation.

The body of Goldie Engberg is still at the morgue and no arrangements have as yet been made for the funeral. A brother, who is in the army, has telegraphed he would be unable to be present. Mrs. Engberg is seriously ill at the home as a result of the shock of the tragedy.

DODGES THE MOB.

Sheriff Manages to Land His Negro Prisoner in Jail.

Williamstown, Ky., Dec. 8.—A mob of 500 men surrounded the jail here and threatened to lynch Earl Thompson, a negro, charged with attacking Mrs. Maggie Roberts three weeks ago.

The negro when arrested was taken to Lexington for safe keeping. Today he was returned here to face the grand jury.

The mob surrounded the train when it stopped, but Sheriff Caster and two deputies rushed the prisoner to the jail.

The mob leaders declared the negro would be lynched if the grand jury failed to indict him.

WANT THEIR SHERIFF.

People of Cairo Hold an Indignation Meeting.

Cairo, Ill., Dec. 8.—Indignation meetings have been called here to protest against the action of Governor Dineen in refusing to reinstate Frank E. Davis as sheriff of Alexander county. Davis was removed from office by virtue of the statute which vacates sheriffships when prisoners are taken from the custody of sheriffs and lynched.

Governor Dineen declared Davis did not protect properly. Henry Salazar and Will James who were lynched here November 11.

Fred Clarke Gets Old Job.

Pittsburg, Dec. 8.—Barney Dreyfuss, president of the Pittsburg Baseball club, has now made the positive announcement that Fred Clarke would direct the play of the Pittsburgs in the 1910 National league campaign. When Clarke and Dreyfuss parted last fall, Dreyfuss, he told him he would be back in the spring, and that's enough for me. He will lead the team next year.

STEEL TIES SATISFACTORY.

Almost Million and Half Ties of This Type Now in Use.

The subcommittee of the American Railway and Maintenance of Way Association appointed to gather statistics on the life of metal and concrete ties, has reported that the Carnegie tie (Buhrer patent) is very satisfactory.

WHITE LIGHTS TO GO.

Railroads Have Agreed to Substitute Yellow "Clear" Signals.

Pittsburg, Dec. 8.—The lure of the white light by the wayside of railroads will no longer be held responsible for railroad wreck. The white light as a signal for a clear track is to go. On Wednesday of next week the yellow light will be substituted for the white light on the Pittsburg and Lake Erie road of the New York Central system.

The entire Central system is preparing to adopt the plan all over the system at as early a date as the changes can be made.

Engineers of fast trains have often been confused by white lights in dwellings and other places along the road, and have passed colored lights which were set. Accidents resulted when the set lights were passed. Roads throughout the country have agreed to the change.

WILL BREAK ALL RECORDS.

Carrying Registered Mail Problem for Railroads This Year.

It is believed that the mail rush this year will be the heaviest in the history of the railway mail service and to this end extra help will be put to work during the holiday rush which is to commence shortly. The men in charge of this department of government railroad service already have had their heads together planning ways and means to handle the transportation of mails effectively at Christmas time.

This registered mail is the big proposition with which railway postal clerks have to deal. If it were not for this the holiday mail work would be not far above normal. Though there are a great many more letters, postcards, etc., to be handled, the vast bulk of advertising matter, catalogues and the like which pass through the mails in such bulk during the preholiday season, suddenly fall off a week before Christmas day and for two or three weeks there is less of this class than any other time during the year.

But while the ordinary mail remains near the normal in bulk the registered matter more than doubles

RAILROAD NEWS.

Country Has Fully Recovered From Big Panic of 1907.

Freight Car Surplus Has Been Substituted by Shortage.

REDUCE THE DELAYS.

Effort Being Made to Keep Cars on Their Journey.

Other Items of General Interest in Railroad Circles.

The freight car surplus, which has persisted ever since the panic of 1907, has finally disappeared with the rush of traffic due to handling the fall crops, together with the business resulting from activity in the iron and steel industry and in building construction, says the Railway Record. In place of the car surplus, reports now come in of a shortage in various parts of the country.

There seems to be hope that the railways may give this matter of car shortage more intelligent consideration than it has received in the past. The splendid work of the American Railway association's committee on car efficiency, under direction of Arthur Hale, has made clear to railway officers that car shortage is as much affected by car efficiency as it is by the number of cars owned.

In the past two years, while there have been strikes of idle cars ready to draw upon to fill shippers' orders, there has been no great incentive to work for high car efficiency; but now that cars are in demand, it is up to the freight traffic managers to see how rapidly they can keep their equipment moving.

There has been a great deal of published discussion concerning the efforts of the railways to reduce the delays to cars on delivery tracks by the imposition of demurrage charges for each day the car is held by shippers beyond a fixed free time. No one who gives serious study to the subject can question that proper and reasonable demurrage rules and charges are as much to the interest of the general public and the shippers themselves as they are in the interest of the railway companies.

But there is a great opportunity to reduce delays in car movement after the car starts on its journey. The average miles a day traveled by the average freight car on the railways of the United States is only about 20 miles, according to the statistics of the car efficiency committee. If idle cars are excluded from the total to obtain the movement, the average even then is only 25 miles. Taking average speed of freight trains on the road at 10 miles an hour, that means that the average freight car is moving on its journey only two and a half hours of the 24.

All the rest of the time it is standing idle in some yard or on some siding. Is it any wonder that freight yards are congested. In it not a pertinent inquiry whether instead of building more cars and bigger yards to handle increased traffic, better results might not be attained by overhauling the methods of moving and not moving freight cars, and finding some way to keep freight cars moving, so that they may reach their destination more promptly and get out of the yards where they are now held?

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Never Before --- \$3.00 FOR \$1.00 --- Never Again

Bell's Christmas Piano Sale

\$3.00 for \$1.00

We credit you \$3.00 for every \$1.00 cash you pay, up to \$25.00, as first payment on a piano. On first payment, all you pay over \$25 up to \$50 we will credit you \$2.00 for every \$1.00 paid.

You pay \$5.00 cash on piano, we credit you \$15.00.
You pay 10.00 cash on piano, we credit you 30.00.
You pay 15.00 cash on piano, we credit you 45.00.
You pay 20.00 cash on piano, we credit you 60.00.
You pay 25.00 cash on piano, we credit you 75.00.
You pay 30.00 cash on piano, we credit you 85.00.
You pay 35.00 cash on piano, we credit you 95.00.
You pay 40.00 cash on piano, we credit you 105.00.
You pay 45.00 cash on piano, we credit you 115.00.
You pay 50.00 cash on piano, we credit you 125.00.

On any piano in this sale, prices vary from \$175, \$200, \$225, \$250, \$265, \$275, \$290, \$300, \$325, \$350, \$375, \$400, \$435, \$450, \$500, \$550, \$600, \$650

THE BELL BROTHERS PIANO COMPANY inaugurates this great \$3.00 for \$1.00 CHRISTMAS SALE as the most liberal offer ever made in the history of the piano trade. Investigate this at once and take advantage of this chance to get a piano at HALF price.

SEE THESE REDUCED PRICES:

\$750 Chickering Grand
Would be fine for concert or studio, reduced to—
\$325.00
In our \$3.00 for \$1.00 Sale.

\$325.00 Gaylord
A new sample piano, large size, mahogany, reduced to—
\$260.00
In our \$3.00 for \$1.00 Sale.

\$325.00 Merriam
Used, in beautiful quartered oak, reduced to—
\$240.00
In our \$3.00 for \$1.00 Sale.

A few specimen reductions on used pianos, most of them like new. All in our \$3 for \$1 Sale.

\$225 Columbus cut to\$173
\$275 Leavenworth cut to\$213
\$300 Leavenworth cut to\$245
\$325 Gaylord cut to\$260

\$250 Hinzie cut to\$140
\$300 German cut to\$125
\$325 Merriam cut to\$240
\$375 Bell Bros., cut to\$325

We will give \$100.00 to any charitable institution in Topeka, if any one will prove we have raised our prices for this sale.

If you cannot call, telephone, telegraph or write.

All mail orders will receive our careful attention. You can feel safe in leaving the selection of your piano with us.

NOTICE—This sale is run for an advertising purpose, and we positively will not sell a piano on the above proposition to a piano dealer. This is for the consumer only.

In case all the amount is not paid down the usual terms of small monthly payments will be extended on the balance according to your convenience.

Bell Bros. Piano Manufacturers

814--Kansas Avenue--814

Never Before --- \$3.00 FOR \$1.00 --- Never Again

If A Thousand People

Told you that a certain thing had done them world's of good, mentally and physically, wouldn't you feel it worth while to investigate the matter thoroughly, to find out how it might affect you?

We have received thousands of testimonials from people who have voluntarily written us of the benefit derived from quitting coffee and using

POSTUM

The majority of these people had no idea that coffee caused their headaches, stomach troubles, bad nerves, etc., etc., until after the change—often at the suggestion of a friend who knew about Postum—then they understood.

Ask a friend if coffee agrees, and if the aches and ails come from coffee—investigate!

"There's a Reason"

Postum Cereal Company, Ltd.,
Battle Creek, Mich.

DIDN'T KNOW

That Coffee Was Causing Her Trouble.

So common is the use of coffee as a beverage, many do not know that it is the cause of many obscure ails which are often attributed to other things. The easiest way to find out for oneself is to quit the coffee for a while, at least, and note results. A Virginia lady found out in this way, and also learned of a new beverage that is wholesome as well as pleasant to drink. She writes:

"I am 40 years old and all my life, up to a year and a half ago, I had been a coffee drinker. About ten years ago, I had dyspepsia so bad that often the coffee I drank would sour on my stomach and I could not retain it. "Severe headaches and heart weakness made me feel sometimes as though I were about to die. After drinking a cup or two of hot coffee, not knowing it was harmful, my heart would go like a clock without pendulum. At other times it would almost stop and I was so nervous I did not like to be alone, and the pity of it all was, I did not know that coffee was causing the trouble. "Reading in the papers that many persons were relieved of such ailments by leaving off coffee and drinking Postum I got my husband to bring home a package. I drank without sour on my stomach and I liked the first cup. Its rich snappy flavor was delicious. "I have been using Postum about eighteen months and to my great joy, digestion is good, my nerves and heart are all right. In fact, I am a well woman once more, thanks to Postum. "Read 'The Road to Wellville' in pgs.

Approximately 1,200,000 ties of this type have been made since the particular trouble of the postal clerks, postoffice employees and letter carriers arise. Although just recently arrangements have been made to handle the long distance registered stuff in sealed sacks instead of in single pieces, the careful checking and hand to hand progress of this registered stuff makes it a waste of a problem to demand serious consideration, especially at Christmas time.

INTER-URBAN PROPOSED.

Line From Newton North to Salina Is Planned.

Salina, Kan., Dec. 8.—A proposition is before the Salina Commercial club and the clubs of other nearby towns to build an interurban railroad from Newton north through Roxbury and Canton to a point about midway between Abilene and Salina, thence east and west to each of these towns.

Messrs. T. D. Fitzpatrick and Frank Hageman returned from Newton this morning, where they attended a meeting of representatives from commercial clubs and business men of Newton, Gypsum, Abilene, Roxbury, Canton, Spring Valley and other intermediate points. Mr. Fitzpatrick and Mr. Hageman were appointed representatives of the Salina club and went as such. They will report to the club within a few days.

HIGH OPERATING EXPENSES.

Missouri Pacific Were 75.1 Per Cent of the Revenues.

St. Louis, Dec. 8.—The annual report of the Missouri Pacific railway issued for the year ending June 30 showed a surplus of \$1,064,509.34. The gross revenues were \$46,385,542.82. The operating expenses were 75.1 per cent of the revenues.

In commenting on the report, President Geo. Gould said:

"Owing to the increased revenues of the previous year, brought on by severe business depression which then obtained, a very rigorous retrenchment in expenses was effected. This necessitated a more liberal outlay for the maintenance of way and equipment for the year under review and as a consequence the operating expenses for the year increased \$2,280,225."

OPPOSES ELECTRIFICATION.

Santa Fe Man Gives His Ideas on Proposed Power.

W. B. Story, vice president and chief engineer of the Santa Fe road, has sent H. H. Evans, secretary of the city council's committee on local transportation, an argument against the electrical railways. After declaring that smoke can be abolished by proper fuel and firing, Mr. Story said:

"Electricity is not now used in any freight terminal in America. "The railways are unable to find anyone who will agree to install such an electric system or to say what it will cost. "Electrification of railways only is an unjust discrimination. "Electrification will be a detriment to the business and commerce of Chicago by other methods."

ROCK ISLAND CHANGES.

Many New Officials on Arkansas and Oklahoma Divisions.

Little Rock, Ark., Dec. 8.—The following changes of Chicago, Rock Island & Pacific railroad officials have been announced here:

W. M. Whittington, general superintendent, transferred to El Reno, Ok., as general manager of the Southern and Choctaw divisions. He will be succeeded by T. H. Beacon, now superintendent, Mo.

F. J. Easley, superintendent, Trenton, Mo., succeeds Mr. Beacon, and W. B. Copley, Matheyville, Ok., will replace Mr. Easley.

The promotions are to be effective December 15.

MANY WAGE INCREASES.

Northern Roads Announce Raises in Many Classes.

Detroit, Dec. 8.—In regard to a report emanating from Lansing, Mich., that the Michigan Central railroad had increased the wages of its trainmen and telegraph operators, General Superintendent W. Brown of the Michigan Central said:

"The conductors and brakemen were given an increase of approximately 15 per cent several weeks ago. The negotiations with the men extended till nearly the last of October but the increase was made effective October 1. "The operators were also offered an increase that affected 50 officers on our lines but they declined the offer and are trying to arrange an interview with General Manager R. H. L'Honnemmedeu. "At the general superintendent's office of the Pere Marquette railroad it was stated the telegraphers received a 5

per cent increase September 1, that the firemen have closed negotiations for a 5 to 7 per cent increase effective December 15 and that the train men, switchmen, boiler-makers, machinists and engineers have almost completed negotiations that look promising for an increase on January 1.

Chicago, Dec. 8.—The demand of the telegraph operators employed by the Illinois Central Railroad company, and affiliated with the order of Railway Telegraphers for an increase of 10 per cent in wages was refused here by the officials of the road.

It was agreed, however, to submit the matter to the mediation of Chairman Knapp of the interstate commerce commission and Federal Labor Commissioner Neill.

CAUGHT WITH FUSES.

Managua Papers Print Story of Groce and Cannon's Offense.

New Orleans, La., Dec. 7.—A weekly newspaper published at Managua, Nicaragua, dated November 19, has just been received here, containing a report of the execution of Cannon and Groce, the two Americans.

The paper asserts the Americans were caught in the act of trying to blow up the steamer Diamante.

It says that when the men were captured they had in their possession dynamite fuses and machines for causing the explosion and that after a trial at Ft. El Castillo they confessed to having set the mine.

ALFONSO IN A BAD WAY

The King Must Undergo a Serious Surgical Operation.

Madrid, Dec. 8.—King Alfonso's physician is causing extreme anxiety at court. The king is suffering from a tuberculous affection of the postnasal parts of the inner ear. Dr. Monroe of Bordeaux has performed three slight operations to check this disease. Now a serious operation has become necessary and the queen is much concerned about the result. In view of the king's weakened constitution, his tuberculous condition undoubtedly was inherited. His father, Alfonso XII, died of tuberculosis with complications which are also present in the case of Alfonso XIII.

The Official Gazette announces that the queen expects an accouchement in April.

CASTORIA

For Infants and Children. The Kind You Have Always Bought

Bears the Signature of J. C. Fitch